

RAILROAD NEWS.

Santa Fe Shopmen's Annual Picnic Is History.

Was a Decided Success in Every Particular.

2,000 PEOPLE ATTEND.

Larger Than Any of the Preceding Excursions.

St. Joe People Proved to Be Royal Entertainers.

The annual Santa Fe shopmen's picnic, which was held at Lake Contrary, in St. Joe, Saturday, was a success through and through. That is the best that can be said of any picnic. The picnic was similar to other picnics of the same kind in many respects, but it is doubtful whether there was ever as large a picnic held in this vicinity which was as successful in every detail as that of the shopmen. Everyone enjoyed themselves thoroughly, and deplorable incidents were few and far between. In fact, every one had a good time, but no one got sick.

The excursion which was run to St. Joe and return was just as successful as the picnic. It spoke well for the conscientious work of the members of the arrangement and general committee. The first train pulled out of the Santa Fe depot on schedule time, which was 6 o'clock. This section, which was composed of thirteen cars, was loaded to the guards and carried the majority of the picnicers. All of the "early birds" went on this section, as did most of the members of the committee. Some committeemen were left behind, however, to look after the remaining trains.

It had been decided to run three sections of the excursion, but on account of the lack of cars this plan was given up. Consequently the usual number of people were behind and were obliged to give up the trip and return to their homes. Those who really wanted to go, however, could have made the trip on the regular St. Joe train, which leaves here at 8:10 a. m. As soon as it was discovered that on account of the lack of cars the running of a third section was impossible, the conductor of the regular train was instructed to honor excursion tickets. A few took advantage of this train, but not many.

ARRIVAL AT ST. JOE.

On arriving at St. Joe the majority of the excursionists boarded the electric cars and went immediately to the lake. Everything came off according to the programme. At 10:30 sharp the members of the Santa Fe Reds and the All Stars, two Santa Fe shop teams, entered the baseball field, which is situated in the quarterstretch of the race track, just across from the grandstand. A large crowd of baseball enthusiasts filled the grandstand. The game was a good one. The score, which was 12 to 3 in favor of the All Stars, would naturally lead one to believe that the game was one-sided, but such was not the case. The teams were about evenly matched and played with a good deal of ginger. The Reds were playing in hard luck in the first inning, but they rallied in the second and third, thereby winning the \$18 prize which was offered to the winning team. This was not all. The Reds were also awarded the first prize for the best team, which was offered to the team making the first three-base hit went to a member of the All Stars, Paul Prebeck, who works in the brick and tile erection shop, and who played center field for the Stars, was the fortunate man.

After the ball game had been played the picnicers went to dinner and after that the rest of the programme was given. Many contestants were entered in the running races, which were exciting. The running of Walter Tasker, a machinist apprentice, was the principal feature of the races. Tasker is a sprinter. He has attended all of the excursions held here and has won one or more races at every one of them. The following gives the winners of the races:

100 yard apprentices' foot race—Walter Tasker, first; Fred Isaacson, second; McDade, third.
100 yard foot race—Fred Austin, first; Walter Tasker, second.
100 yard carpenters' foot race—Mike Schomfield, first; Billys, second.
50 yard foot race, open to ladies of shop employees—Miss Clara Coughlin, first; Miss Kate Eitel, second.
50 yard married ladies' foot race—Mrs. Charles Cross, first.

Three other events were down on the programme but were called off. They were the old men's foot race, the standing broad jump without weights, and the standing high jump. These were called off on account of the lack of time.

The following is the list of prizes offered for each event:

Winner of 100 yard foot race—First prize, one dozen photos; second prize, box of cigars.
Winner of apprentices' foot race—First prize, \$5 in hardware; second prize, novelty knife.
Winner of carpenters' race—First prize, block plane; second prize, spiral screwdriver.
Winner of ladies' 50 yard foot race—Large picture.
Winner of married ladies' 50 yard foot race—Gasoline stove.

THE DANCING COMMENCES.

At 3 o'clock in the afternoon the shopmen and their families gathered in the pavilion over the lake and the dancing was commenced. The dance which decided which couple was the best lady and gentleman waiter was held at 4:30 o'clock. It took several trials to decide this, but the judges

finally awarded the first prize to Mr. Fred Austin and wife. Mr. Austin and wife received a pair of shoes and a cut glass fruit stand respectively, and the second couple were given a box of cigars and a jardiniere and stand.

After the dances had taken place the shopmen and their wives and daughters spent the afternoon to suit themselves. Some went to visit the stockyards and the packing houses which were thrown open for the inspection of the visitors and many others spent the remainder of the afternoon in roaming about the park and taking in the different attractions. Lake Contrary is a beautiful place and contains various islands, a large artificial attraction. Naturally the miniature railroad was the favorite of the shopmen and it received their liberal patronage. The boats were also in favor and many couples spent the afternoon rowing on the lake.

The success of the shopmen's picnic was due largely to the hospitality of the citizens of St. Joe. Hospitality is a characteristic of St. Joe people. Exactly the same spirit predominated yesterday among the people of that city as did when they responded so quickly during the recent flood. On Saturday the Santa Fe shopmen were their guests and they considered them as such. Everything was thrown open to the visitors and all that one had to do in order to receive prompt attention was to say that he was a Santa Fe shopman. The best part in the city was thrown open to the excursionists for their exclusive use on that day. The street car company gave the best of service, even going so far as to put service all the cars that were required between the city and the lake. In fact the picnicers could not have objected to their treatment at St. Joe. They received everything that was essential to a delightful time and that was all that they expected.

This is the second time that the annual picnic of the shopmen has been held at St. Joe. Those who attended the first picnic at that place expressed themselves afterwards as being well pleased with the city as a location for an affair of that kind. Consequently when the members of the committee on arrangements for this year's picnic came to select the city in which it should be held they concluded to select St. Joe, thinking, of course, that they would receive as good treatment at the hands of St. Joe people this time as they did on the former occasion. Their conclusions were correct.

The members of both the arrangement and general committees are also to be congratulated on the success of the picnic. It is no easy matter to arrange and conduct an affair like that of Saturday, but the men elected were equal to the occasion. For several months they have been working hard endeavoring to give their attention to both the work at the shops and that of arranging for the picnic. Several times they have been discouraging in the extreme and which nearly caused them to give up of this year's picnic. The first arrangements which were made provided for the excursion to be run on Saturday, June 20, but the flood prevented this and the committee had all of their work to do over again. They were not daunted by this, however, and decided that the picnic should be held this year in spite of all obstacles and that they would receive the fruits of their labors. It is not probable that any other set of men could possibly have brought an affair of this kind to a more successful ending.

The following gentlemen composed the two committees:

Arrangement committee—Dan Lane, chairman, and Otis Thorpe, secretary and treasurer.

General committee—Charles Cross, chairman; Mark Reardon, secretary; Robert Wells, treasurer; George Eitel, Ed Mischeke, Alfred McKensie, A. L. Thorpe, George Elliott, Q. Montgomery, William Farn, John Ulmer, John Ash, William Porter, A. S. Coyne, Clarence Kistler and Claude Manze.

THEY ARE READY.

Eastern Lines Are Well Equipped for the Fall Business.

Chicago, Aug. 24.—Reports gathered from eight of the leading western roads with their connections east of St. Louis and Chicago show that in motive power, car capacity, yard facilities and general equipment to handle all descriptions of business they are in a much better condition than a year ago. Reduced to a percentage basis, these roads show the following increases:

Since June 30, 1902.	Per cent.
Motive power	11.01
Car capacity	12.37
Yard facilities	10.90
General equipment	5.06

In regard to both motive power and car capacity, the percentage of increase is greater than that given above, because some of the roads only returned the increase in number of locomotives and cars, which is far from representing the true gain by reason of the greater power and capacity of the new equipment. The persistent work at grade reductions and track straightening during the year has also an important bearing on the handling of a larger volume of traffic.

In addition to reporting a large increase in its motive power, one of the largest systems reports a gain of 15 per cent in efficient motive power, the percentage of old equipment. One road reports: "We do not apprehend any shortage of cars so far as our line is concerned, having prepared for any increase of business which might be reasonably expected."

Another important road which could not give the percentage of yard facilities reports that now on work now under way is complete. "It will practically double our capacity for handling business in Chicago."

It is safe, therefore, to say that there is little doubt as to the progress of the locomotive capacity this fall, except such as shippers bring upon themselves by dilatory methods in holding cars while loading and unloading.

GIANTIC RAILROAD PLANNED

A Trunk Line Connecting Hudson Bay With Buenos Ayres.

Guthrie, Ok., Aug. 24.—Articles of incorporation will be filed here today disclosing plans for one of the most gigantic railroad enterprises in the history of the continent—a trunk line connecting Hudson Bay with Buenos Ayres, South America, and having a network of branches in either direction throughout British America, United States, Mexico and Central and South America. The estimated length of the road is 10,000 miles and the company is capitalized at \$20,000,000. The parent company will be known as the Pan-American Railroad company, of which E. Wells of Lincoln, Neb., being one of the principal directors, along with a few Oklahoma men. Within this is the great construction company, naming Guthrie and Shawnee as principal places of business in Oklahoma, and other headquarters as New York, St. Louis, Chicago, Kansas, St. Grand Island and Wichita, Kan., and Dallas and Galveston, Tex. The directors of this are Charles F. French, E. J. England; M. L. Muhlenberg, New York; Charles M. Rawlings, New York; Charles R. Williams, City of Mexico; and a number of local men. These directors will hold in a general way for the other companies. At the same time the American Townsite company will file articles as an adjunct

of the enterprise. The smaller railroad companies within the general organization will be the Canadian Southern and the Guthrie, Shawnee and Gulf. The general route will have its northernmost terminus at Port Nelson, or some equally feasible point on Hudson Bay. It will extend southward to the northern boundary of Dakota, crossing the Canadian Pacific near Winnipeg, Manitoba, thence south through North Dakota, South Dakota, Nebraska, Kansas, Oklahoma and Indian Territory, Texas to the Gulf of Mexico, at or near Galveston, thence through Mexico, Central America, United States of Colombia, Ecuador, Peru, Argentina, Republic to the coast of Buenos Ayres. The line will enter Kansas near Warwick, penetrating the towns of Concordia, Minneapolis, Salina, Newton and Wichita, and in Oklahoma it will pass through the counties of Grant, McClain, Logan, Payne, Lincoln, Oklahoma, Cleveland and Portawatomie. This project has been under consideration for several years, but not until recently were antagonistic interests merged.

SOMEWHAT BETTER.

Freight Situation Is Gradually Clearing Up at K. C.

Kansas City, Aug. 24.—In the last few days the local freight situation has cleared wonderfully and if the present rate of car movement is kept up the freight will be in a fairly normal condition by the last of this week.

The party of Milwaukee officials that has been here for several days, assisting in the work of clearing up the freight situation, left last night for headquarters, satisfied that the worst is over, and that the road freight promptly hereafter. In the two days that the officials were here more than 1,000 cars of freight left the Milwaukee yards. Some of it had been piled up for several weeks and the clearing of the tracks of this road is one of the best indications possible that the worst of the congestion is over. There is still much freight in the yards, but affairs are now in such shape that no more trouble is feared. Many extra freight trains have been made up and sent out since Thursday.

The Missouri Pacific officials here stated yesterday that the company's yards were in fair shape and that all freight was being handled promptly. The yard crews have been working hard under the direction of the officials in getting out extras and doing all in their power to prevent the accumulation of freight. New sidings and tracks are being thrown open for use daily and by September 1 the greater part of the new track will be finished. The Chicago & Alton is working hard to prevent any congestion in the yards, and while there is much freight still in the yards before they will be in a normal condition, the road is accepting freight for immediate delivery and is rushing the work in every way possible.

The Santa Fe during the last few days that the new engine has been in effect has brought in over 500 cars of grain for Kansas City, and there has been little apparent loss caused by the rekindling of the open door policy. The embargo which was placed in effect last Thursday will expire Tuesday unless again renewed and the road will again accept shipments for this market.

ANOTHER GANG STOLEN.

Employment Agent Loses Men from Depot Waiting Room.

Chicago, Aug. 24.—One hundred men have been stolen or kidnapped in a body from a crowded railroad station during the rush hours. The "owner" of these men is angered beyond measure and will pay \$100 to know how it was done. He advertised as follows yesterday:

WANTED—\$1,000 reward for information leading to apprehension of parties that stole 100 men at depot from Spearbeck, 28 West Madison street.

Yes, I am the victim," said J. H. Spearbeck, who conducts an employment agency at 28 West Madison street. "I have been in the business for sixty years and this is the first time I ever had a man stolen. The boys made the amount of the reward too large, for they added one cipher."

Railroad officials assert that J. H. Hansen, 109 East Van Buren street, saw the men there and induced them to go to Oelwein, Ia., to do concrete work for the Great Western, promising them \$2.50 per day, an advance of 75 cents over that which they would have received from the other company.

The practice of "stealing" gangs of men is said to have been resorted to more than once this season.

Great Western Improvements.

Kansas City, Aug. 24.—The Chicago Great Western has begun a great amount of bridge rebuilding work. Twenty steel bridges on the Southwest division are to be reconstructed in order to sustain the weight of extra heavy locomotives and rolling stock to be placed in service.

The track between St. Joseph and Des Moines is being relaid with eighty-five pound steel for the same reason. The company anticipates heavy traffic as soon as the extensions to Omaha and Sioux City are completed. Reduction in freight and passenger rates probably will be made then by the Great Western, and a rate war is feared.

The Great Western will formally open three new towns on its new Omaha line next month, and will sell lots and build up the new towns.

These towns are thriving and there is a demand for the property.

The Santa Fe is arranging to inaugurate the storage car system in use on Eastern roads. It is experimental with the Santa Fe and will at first be tried on the Chicago division.

Frisco Reaches Pawnee.

Guthrie, O. T., Aug. 24.—The Frisco construction force reached Pawnee, O. T., Saturday night in laying the steel on the Arkansas Valley & Western extension from Tulsa, O. T., to Enid, O. T. The distance now complete is over 100 miles.

Vesuvius Throwing Rocks.

Naples, Aug. 24.—The prediction of Professor Krull of Munich, has been fulfilled, as Vesuvius last night had a fresh period of activity. Frequent explosions were heard and stones were thrown to a height of 600 feet above the crater, while at the same time a slight earthquake was felt. The stream of lava has again begun flowing in the direction of Pompeii, although its progress is slow. The volcanic eruption is diminishing.

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LIPTON ATTENDS CHURCH.

Party Also Visits Grant's Tomb Sunday Evening.

New York, Aug. 24.—Shamrock III was towed Sunday from her moorings inside Sandy Hook to the Erie basin, where she was at once placed in drydock. When the water had been pumped out it was found that the straining to which she had been subjected in the heavy windward thrash Saturday had apparently started some rivets, for a gang of dock yard hands were set to work tightening them up. The damage, however, appeared to be but trifling. Her bottom was found to need only a little polishing and when she was refloated she was ready for the remeasurement, which will be taken early today, after which she will return to her moorings.

It is unlikely that the remeasurement will alter the time allowance in any appreciable degree, as Sir Thomas Lipton said that, should the additional weight of anchor and chain, which will be added when the tape is passed over her, increase her sailing length, the original figure will be restored by the removal of other weights.

Shamrock I also was towed to the basin, where she will await her owner's disposition.

After seeing the challenger drydocked, Sir Thomas took a party of guests in the Edin to Sea Gate, where they attended divine service on board Commodore Tod's steam yacht Thistle, after which the Edin went up the North river to afford the Earl and Countess of Shaftesbury and the other foreign visitors an opportunity to visit Grant's tomb. Sunday evening Sir Thomas and his guests attended a dinner at the Oriental hotel, Manhattan beach, at which General J. C. Bates and General Corbin were present.

The next race on Tuesday will be over a triangular course. The Helms took a short spin outside Sandy Hook Sunday and then returned to her moorings.

SALISBURY IS DEAD.

Distinguished British Statesman Passes Peacefully Away.

London, Aug. 24.—Lord Salisbury, ex-premier of England, died Saturday night at 9:35 o'clock at Hatfield house, Hatfield. The end of the distinguished statesman was a peaceful one, without the slightest evidence of distress. When death became imminent the attending physician summoned the waiting members of the family who gathered at the bedside and said farewell to the dying man who, however, was unconscious of their presence.

Within a few minutes after the death a brief announcement was handed to the newspaper men and stating that the tolling of the death knell from the tower of the church of which the Rev. Lord William Cecil, a nephew of

the Marquis of Salisbury who died Saturday night, was the last of a long and distinguished career.

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